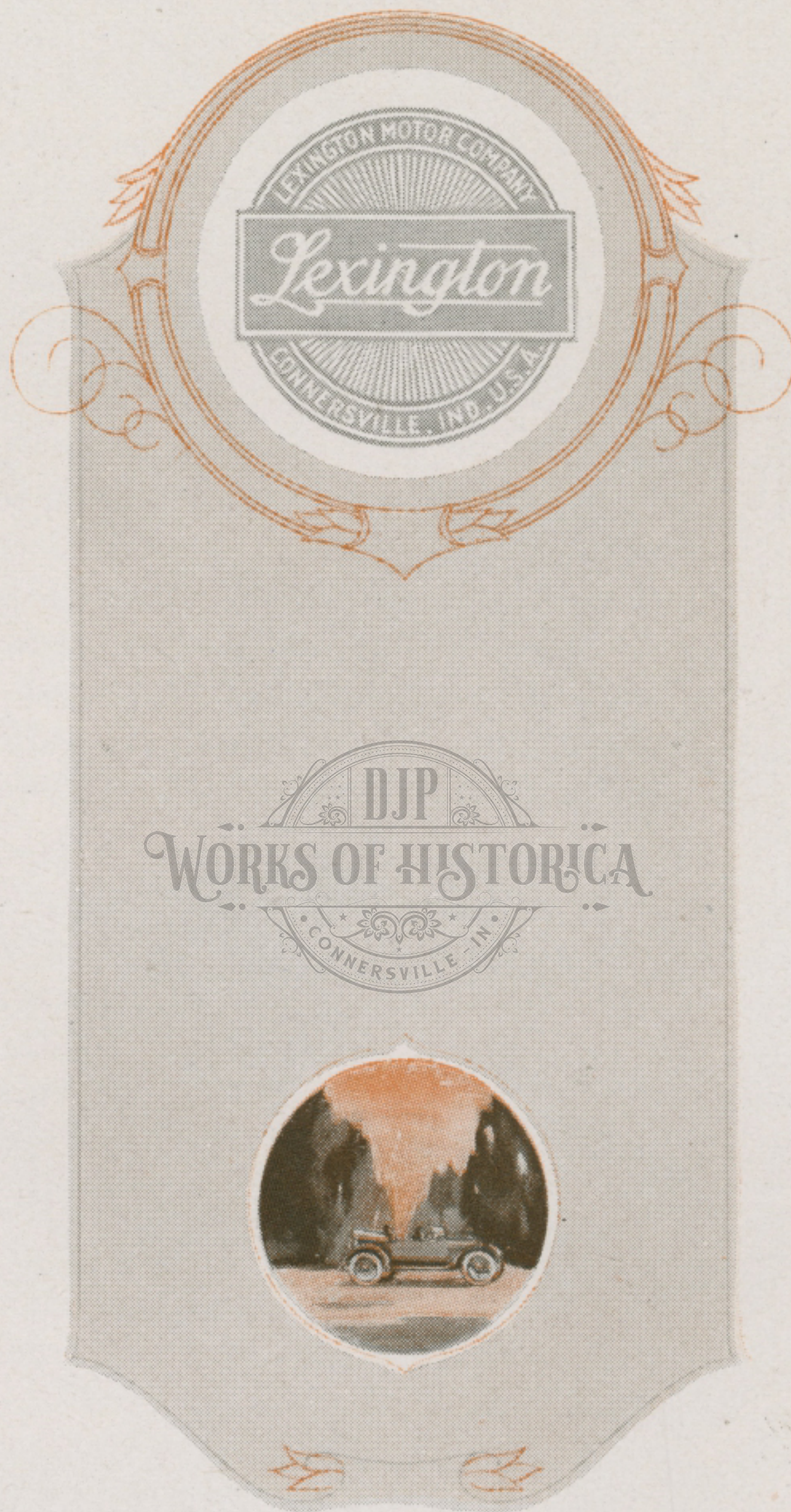








LEXINGTON MOTOR COMPANY  
CONNSVILLE, IND., U. S. A.





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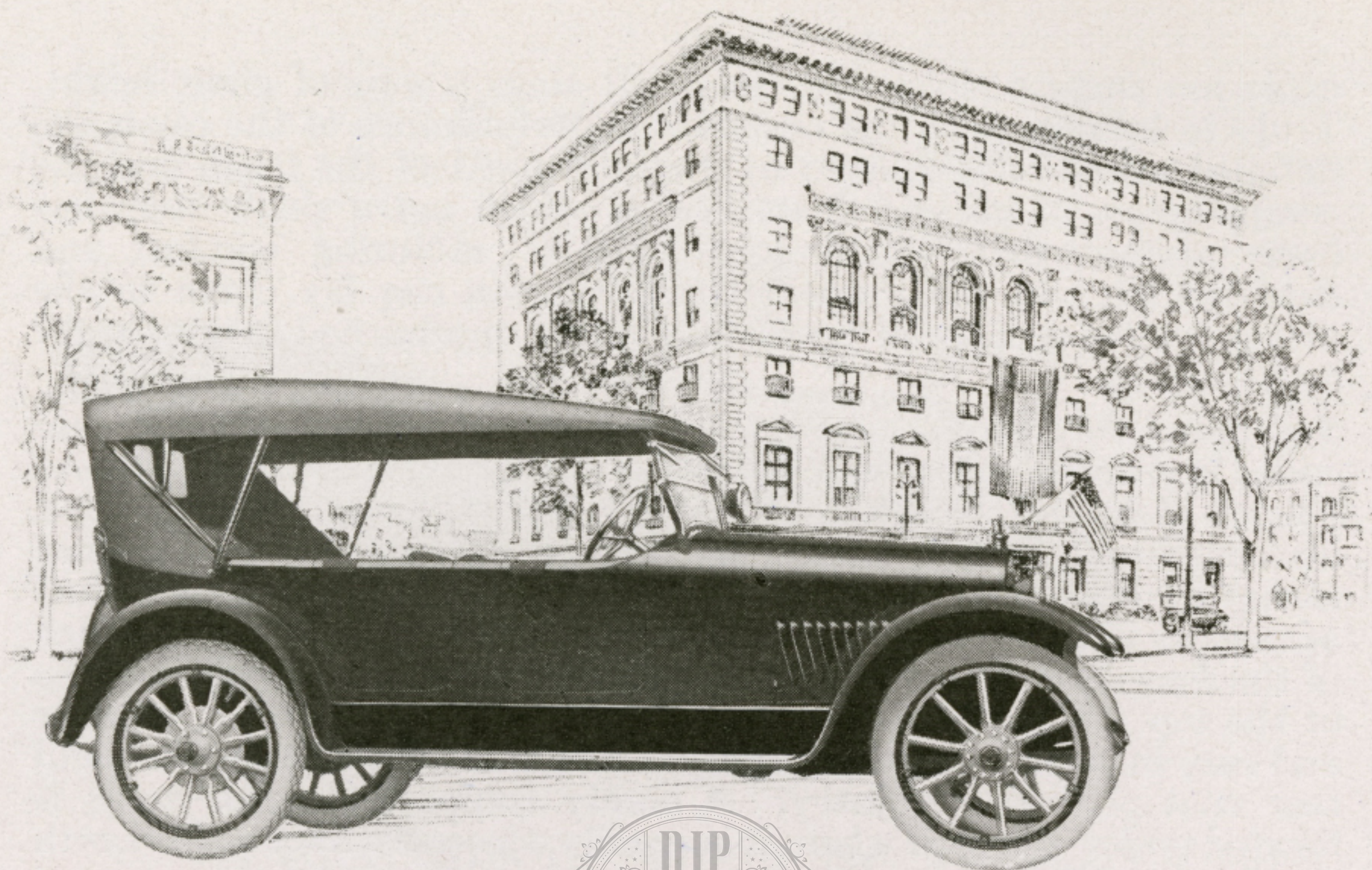
**B**EAUTIFULLY PROPORTIONED, modernly American in design, full-powered, and with sweeping grace of line, the latest Lexington Minute Man Six stands a splendid descendant of a distinguished line of motor carriages—a car true to the best traditions for the most discriminating buyer. The Lexington is not only abreast but in advance of modern ideals in motored vehicles, accomplishing this, however, without transgressing, in the slightest, the rules of good taste, and in careful conformance with practical motor car engineering.

The modernity of Lexington design, and the completeness of its equipment and appointment, are founded on the basic and well known Lexington policy of constant improvement—of adopting mechanical betterments and refinements in body construction as soon as they have shown themselves to be entirely practical. No sooner does a worth-while advance in engineering practice or in the coach building art prove itself than it is eagerly seized upon by Lexington builders and incorporated in their product.

A sincere, honest desire to serve the motoring public, a definite ambition to identify the name Lexington with all that is best in motor car construction, and a system of manufacture that does not hamper improvements, while at the same time it gives the benefit of quantity production—these are the cardinal reasons why Lexington instantly commands attention in any assemblage and enjoys universal admiration.

Lexington cars are manufactured under the most advanced system of production that has yet been developed, the group system, under which the parts contributing to the construction of the car are built in specialized parts plants under the control of a single group of individuals. These plants sell to other manufacturers in large quantities, giving Lexington the full benefit in every way of quantity production, yet where an improvement in Lexington construction is contemplated, not the slightest hesitation is felt in putting it into effect, for the reason that the Lexington Motor Company has no tremendous investment in special machinery. Under the Lexington program of manufacture, there is only one major profit on the





**T**HE LEXINGTON SPOR-TOUR is a low, graceful equipage designed to carry four passengers, yet seating five in an emergency. Lithe, splendidly modeled into smooth sweeping lines from moto-meter to tail lamp; impressed with an air of distinction and the stamp of class, it subtly yet effectively expresses the art of motor car building and is a tribute to true creative artistry. The joy of owning such a car as this, the consciousness of attracting every eye, the elation that comes with knowledge of a masterly selection—these are the prized privileges of the motorist who exhibits on a city boulevard, fashion's thoroughfare, the Lexington Spor-tour. In this car he feels serenely at ease, conscious of a perfect and distinguishing expression of his individuality.

Whether parked before his club, the golf links, his office, or anywhere about town, he knows his car is such as to evoke the sincerest admiration. There is no company of motor carriages in which the Lexington Spor-tour is not a brilliant and envied member, varying



subtly from other cars in charm of line and refinement of detail, yet never approaching the bizarre.

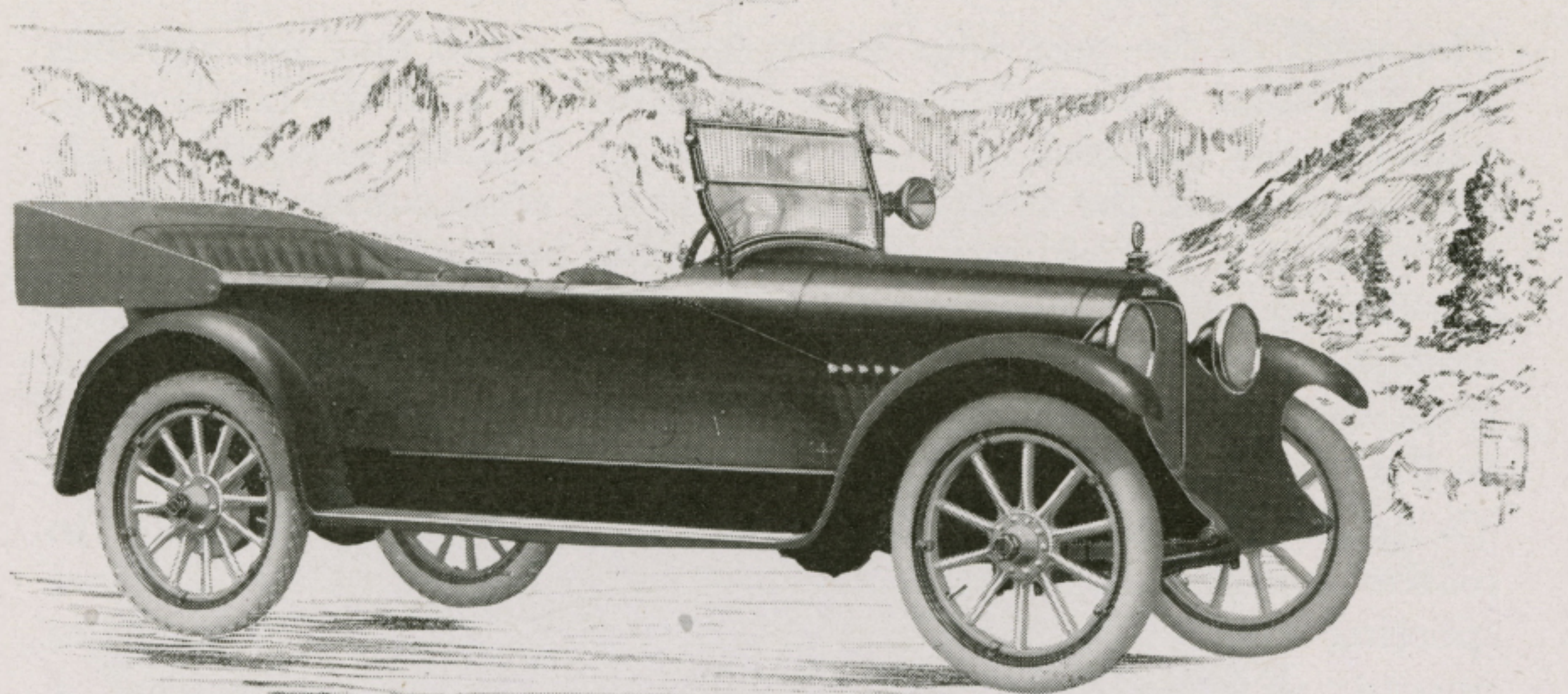
The spirit of the Spor-tour is the spirit of youth and the vigorous zest of living. It is in tune with the outdoors, with the bridle path, with the gay paddock of the race-course. Equally at home on the boulevard or at the country club, it is the ideal conveyance where the motive is recreation. However, when business requires it, and the demand is for speed, swift acceleration in crowded traffic, and utmost dependability, the Spor-tour is of equal service. With a train to make, or an important engagement to fulfill, it is reliable to the uttermost degree.

To drive a car like this is to experience true motoring delight, to realize oneself conqueror of time and distance—to motor in the true sporting sense. It creates a love of the steering wheel and the pressure of foot on throttle that lifts motoring above the rank of work-a-day activity and makes it a source of true, never-ending, health-giving enjoyment.

An all-around car is the Spor-tour, a car for both city and country use, equally adapted for the business man with an eye to smartness and speed or the fashionable woman with a love for the great outdoors. It is a chummy, informal, unconventional car that lures to pleasure and enjoyment while promoting the art of good living and inviting the admiration of everyone, everywhere.

Mechanically the car is identical with the Lexington Touring Car previously described. Built upon the Z-shaped frame, celebrated because it eliminates more than one hundred parts hitherto bolted on, are a motor, clutch, transmission, and axles of sterling mechanical worth. Advanced design and unswerving integrity in materials and workmanship insure a chassis that is dependable and easy to maintain at the highest pitch of efficiency, while the celebrated Moore Multiple Exhaust System of the motor, coupled with light weight, insure thrifty operating economy. For beauty, style, and utility, blended with the utmost mechanical dependability, the Spor-tour presents a combination that will appeal instantly to the sport-loving motorist with a true, discriminating sense of motor car values.





**F**OR THE MOTORIST contemplating a long summer tour—a tour that will take him far into the open stretches of nature's wilds, there to rest and relax his tired nerves, while his body acquires new strength, stamina, and vigor—the Lexington Spor-tour has an irresistible appeal. You who have never experienced this variety of sport owe it to yourself to try it. Ride in the open—free, untrammelled, unconfined! Nature's immensity—the vast open spaces about you—attains a new significance.

In embarking on a journey such as this, you will exercise even greater care in the selection of the car than in selecting the personnel of your party. For upon your car, its satisfactory performance, its comfort, its ability to stand up under consecutive days of hard running, its appearance, and its style, your enjoyment will depend. Your car will prove both your staff and pride, your conveyance and companion.

Consider then the Lexington Spor-tour from the point of view of embarking in it on a health and pleasure trip, of selecting a car that



will fitly represent your social station and judgment of things beautiful and worth-while, and carry you with maximum comfort and enjoyment to your destination.

In the Lexington you find a car that is literally beautiful as to line, clean cut as a race horse in appearance, with a sweeping dash of contour that is expressive of great speed and endurance. In body design and finish the car is such that you will be proud to own it no matter how fashionable a region you may invade. Wherever it goes, it will evoke admiration.

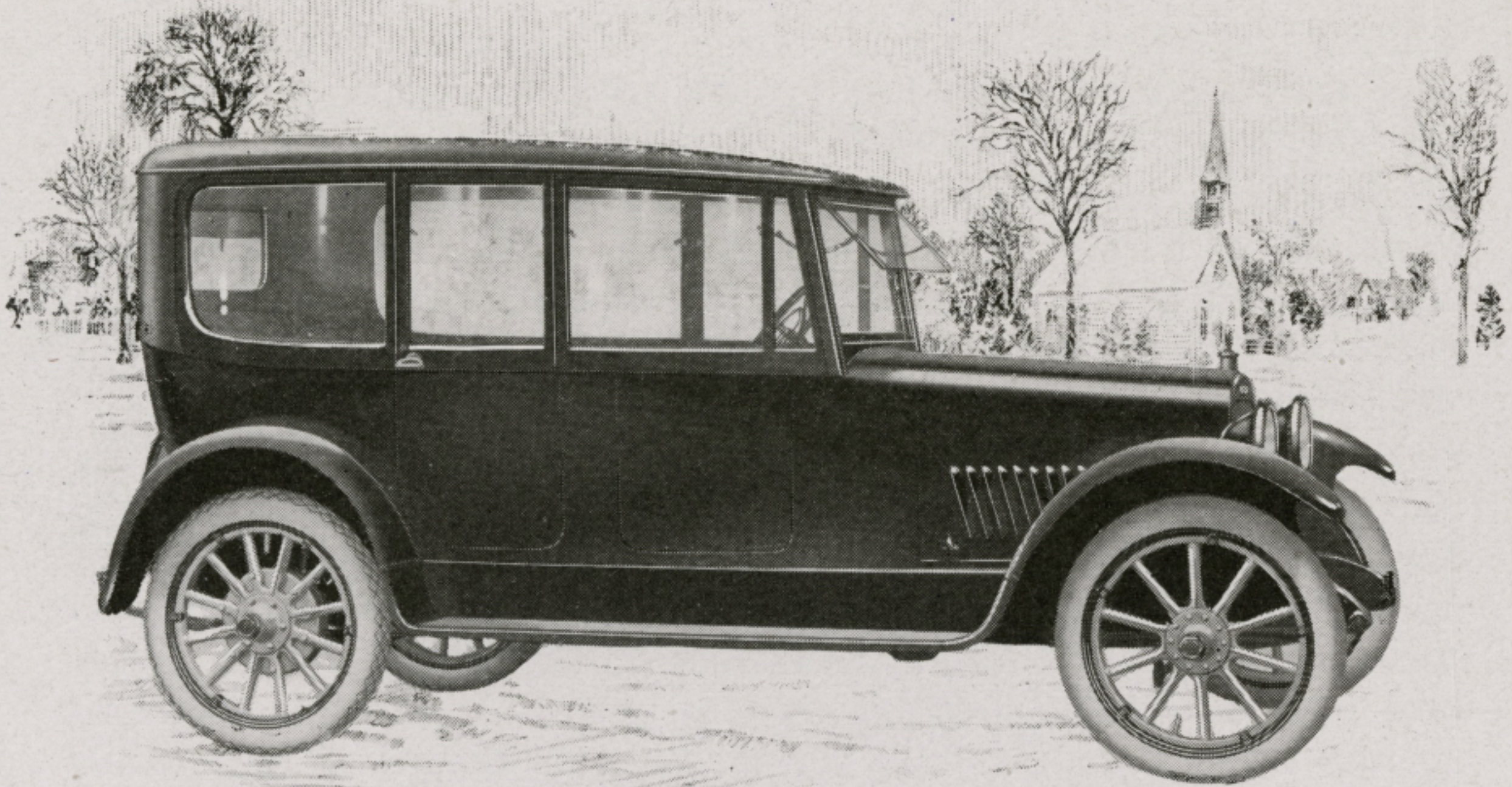
As to comfort, the car has 122-inch wheelbase, with high body sides that seem low, due to the beveled top edges; deep, wide seats, and leg room that is true luxury on a long journey. The depth of the tonneau permits of complete relaxation on the part of the passengers and provides ample luggage space. Fifty-six inch semi-elliptic springs make it easy riding, the pliant steel absorbing inequalities in the road surface and taking up jolts and jars, so that the passengers seem veritably to float over obstructions.

And the motor, what a delight it is to feel its magnificent power, responsive to the slightest touch on the throttle! Developing full forty horsepower, it is the master of any hill, and sweeps up inclines with a superb burst of speed that causes a thrill of pride and awakes a desire for further conquests. Simplicity of design and the elimination of inaccessible grease cups make the car easy to care for. With the Lexington more time is given to enjoyment and less to tinkering.

A journey in the Spor-tour will prove economical, as the light weight of the car, due to the use of the new type frame, with the running boards integral, and the Moore Multiple Exhaust System, giving the motor 22.8% more power with less fuel, keep the gasoline consumption at a low point.

In the Lexington Spor-tour you buy style, dependability, comfort, performance, and economy in maximum quantity at minimum cost. You will be proud to own this car—proud of your possession and proud of your judgment in making a selection that will arouse the universal admiration of your friends.





**T**HE LEXINGTON CONVERTIBLE SEDAN, selling at two hundred dollars more than the Touring Car, offers rare value to the buyer who seeks the limit in car service twelve months out of each year. At this price the shrewd purchaser recognizes the Sedan not only as a comfortable, convenient car, but as a practical necessity—and his investment is made at the dictation of sound, calculating business judgment. The exceptional value presented in the Lexington Sedan is made possible because in constructing the car it is made to conform to the regular Touring Car body as a foundation. Thus advantage is taken of the great quantity production of the Touring Car and the buyer is given the benefit of a real saving.

Perhaps at no time of the year does the Sedan so fully reveal its wide scope as a versatile and practical conveyance as during the winter months when weather inclemencies conspire to restrict the ordinary motor car. Then it is that the Sedan is clearly recognized as the only convenient means of transportation—the one comfortable connecting link between home and business or recreation. To step from the companionable warmth of the fireside into the shelter of the Lexington Sedan is to know real utility in winter traveling.

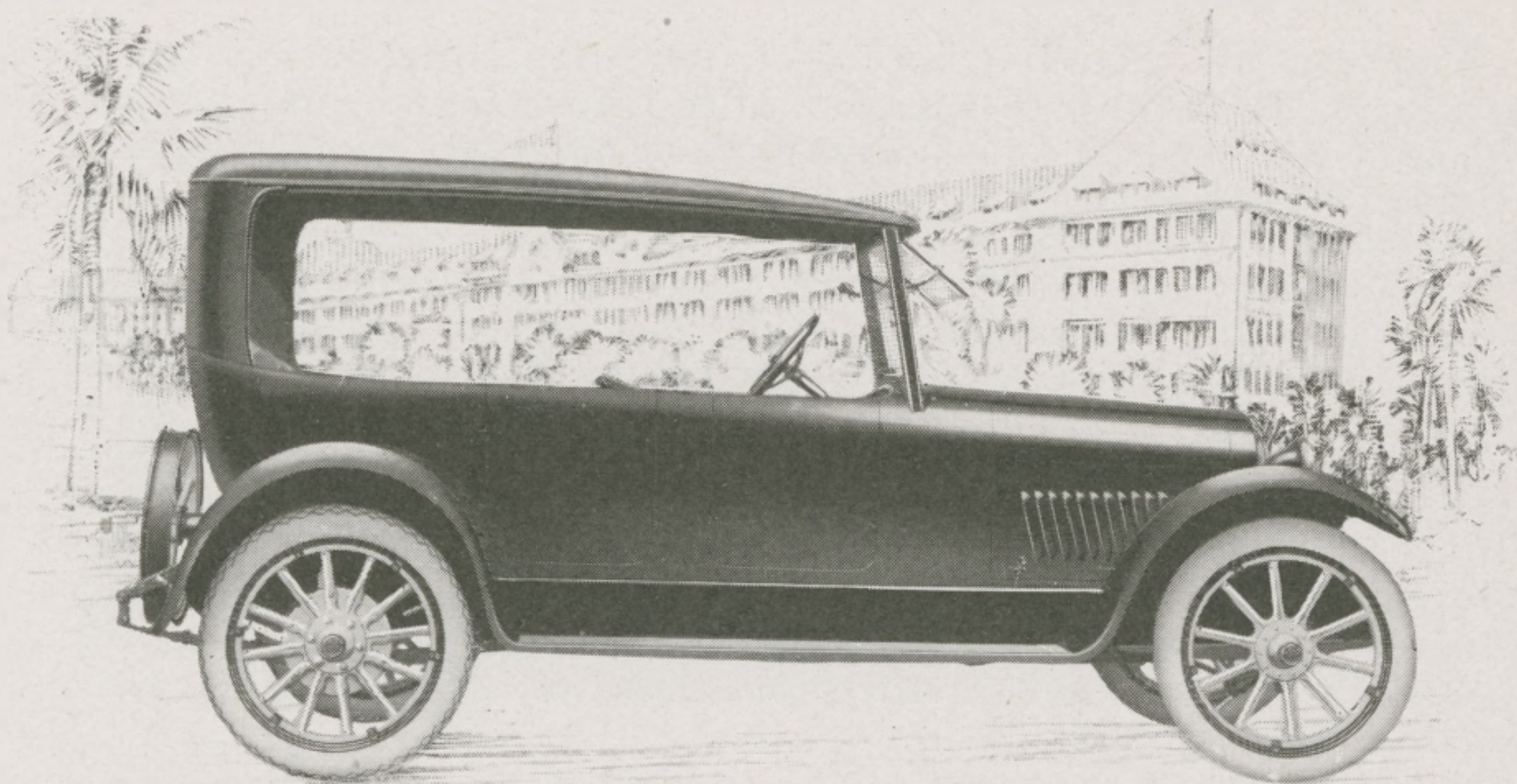


However, the essential purpose of the Sedan is not merely one of utility. It has a further mission in conveying an adequate impression of the owner's social status and in mirroring his standards of motoring comfort. The Lexington should be considered also in this aspect of the situation. The Lexington Sedan is distinguished by a quiet dignity and chaste elegance that is the property of no type of open vehicle. By the solidity of its construction, the refinement of its finish, and the meticulous care displayed in its appointments, it is essentially fitted for use whenever the call is formal or the event attains the dignity of a social function. In the evening, for a quiet drive over the boulevard or a theatre party, there is no car that lends itself so completely to the spirit of the occasion, or harmonizes so fittingly with its surroundings. The refined beauty of the interior conveys a sense of finality in motoring luxury that blends naturally with the nocturnal lustre of the boulevard or the warm glow of the porte cochere.

The Sedan presents an appearance that is invitingly attractive, conveying an atmosphere of striking elegance and distinguished comfort. The luxurious ease of the deep upholstery wins instant and lasting favor. Fittings throughout are thoroughly in keeping with Lexington ideals. Lighting is from an artistic dome in the ceiling. The two chairs in front are of the individual type, with convenient passageway between. Two auxiliary seats are submerged in the floor of the tonneau. A rain-vision windshield with an adjustable glass visor is provided for stormy weather. Windows are clear plate glass. A silk roller curtain, blending with the soft-toned whipcord and broad lace of the head lining, is provided for the rear window. (Seat covers to match the head lining may be had at a moderate additional cost.) The glass side panels, frame work and all, can be entirely removed for summer driving—these are not necessary during the many warm months, they are only an excess weight; to lug them around is like carrying an overcoat all summer in order to have it for winter.

Not a detail has been neglected. The doors, opening into the tonneau, are snug fitting and equipped with massive coach handles and substantial Yale locks. In appointment and finish the Lexington Convertible Sedan is complete, and affords its purchaser the comfort and utility of year-round service—the service of two cars in one.





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**M**ANY ARE INCLINED to regard the closed car exclusively as a winter vehicle. Yet a radical change of motoring opinion in this regard is in the making, hastened by the perfection of the convertible type of closed car, an advanced example of which is the Lexington Convertible Sedan. While it is true that in winter the advantages of a permanent closed car are more strikingly in evidence, in the sense that their relation to physical comfort is more direct and pronounced, yet for summer use the Convertible Sedan has certain attractions that, though more subtle in their appeal and less obvious, nevertheless carry equally great weight with the motorist of experience and discrimination. Beneath the hot rays of the sun on a sweltering day in summer, there is no shelter from the heat so absolute, or a spot so cool and refreshing, as the interior of a Sedan, sheltered by its solid, permanent roof. Here is a vantage point from which to defy the heat waves, and to enjoy oneself even though the thermometer register "a hundred in the shade."



Owners of the conventional type of touring car usually drive through the entire hot weather season without so much as lowering the top once, either in the day-time or at night. The welcome shelter the top affords from the rays of the sun, keeping the interior of the car cool and comfortable, together with the protection it gives against the fine aura of dust that constantly hovers over the rear of a rapidly moving machine, make it indispensable to the motorist who is engaged on a business or social mission. And in the event of a shower, the trouble of raising the top is avoided. So it has come to pass that the collapsible tops of today are seldom, if ever, collapsed, and the top thereby assumes a virtually permanent upright character in motor car construction.

The permanent-roof car is unquestionably the ultimate type of motor vehicle. Motoring opinion is rapidly swaying to this point of view, as the essential harmony of the closed car with its metropolitan bearing and its superior comforts are more fully appreciated. The permanent-roof car does not deprive one of any of the advantages of the open vehicle. By removing the glass panels in the sides and doors, light and air are permitted to enter in abundance, yet the occupants are perfectly screened from sun and dust.

In gaining recognition for the permanent-roof car as a summer vehicle, the Lexington Convertible Sedan has been a powerfully persuasive factor. The many niceties in its equipment, the ease with which it is converted from a winter into a summer vehicle, and its aristocratic elegance combine to make it the first choice of those who desire the last word in motoring satisfaction.

With the glass windows removed from the Lexington Sedan, the car is a true open vehicle, with a permanent top. In the event of a shower there are curtains of the jiffy type available, stored in an unobtrusive locker in the ceiling of the driver's compartment.

It is these incomparable advantages to the motorist of refined taste that have won the closed car its favor. Coupled with the year-round utility of the convertible type of car, they have served firmly to establish the Lexington Sedan in a position of enviable pre-eminence in the field of motoring.



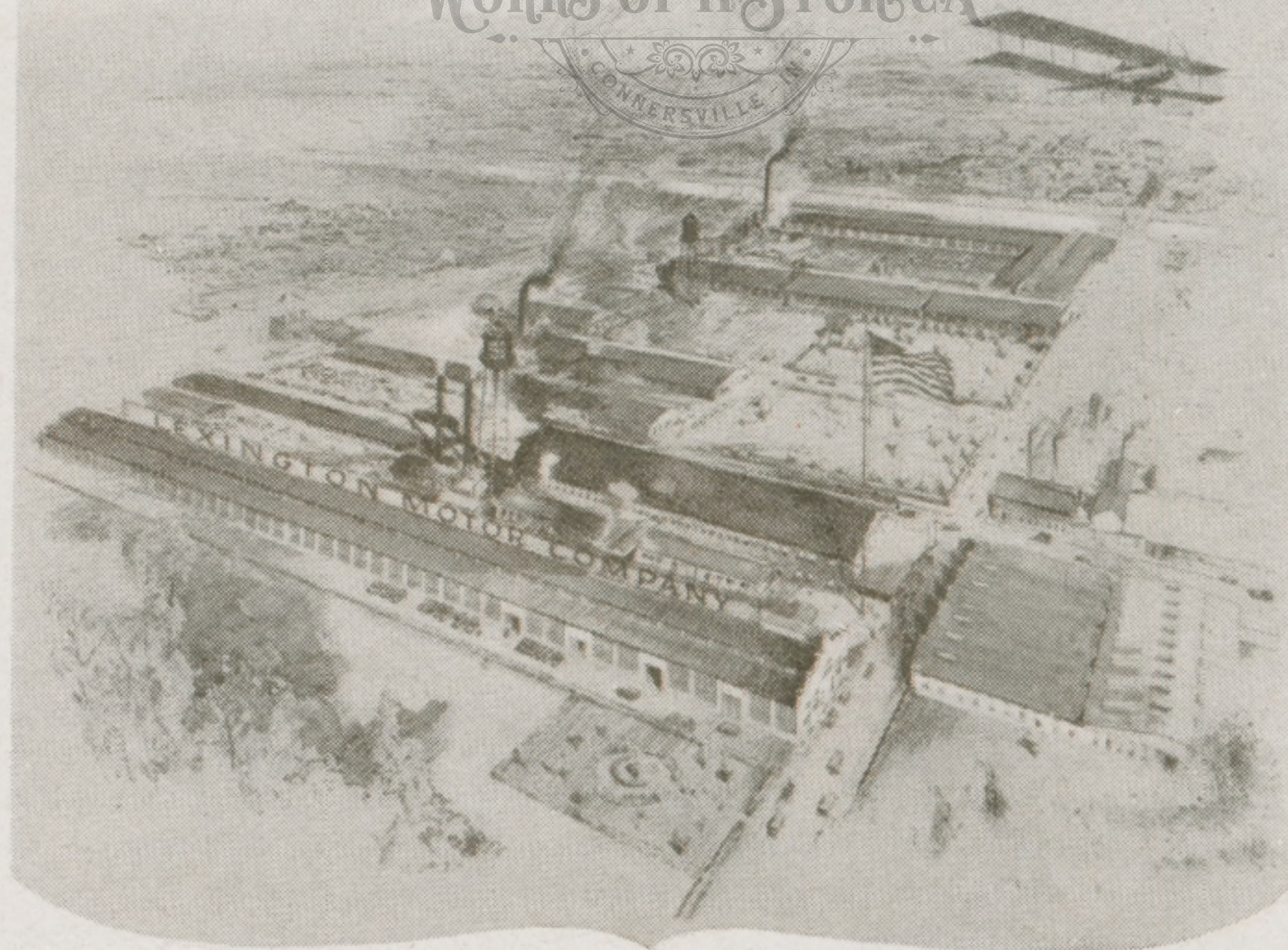




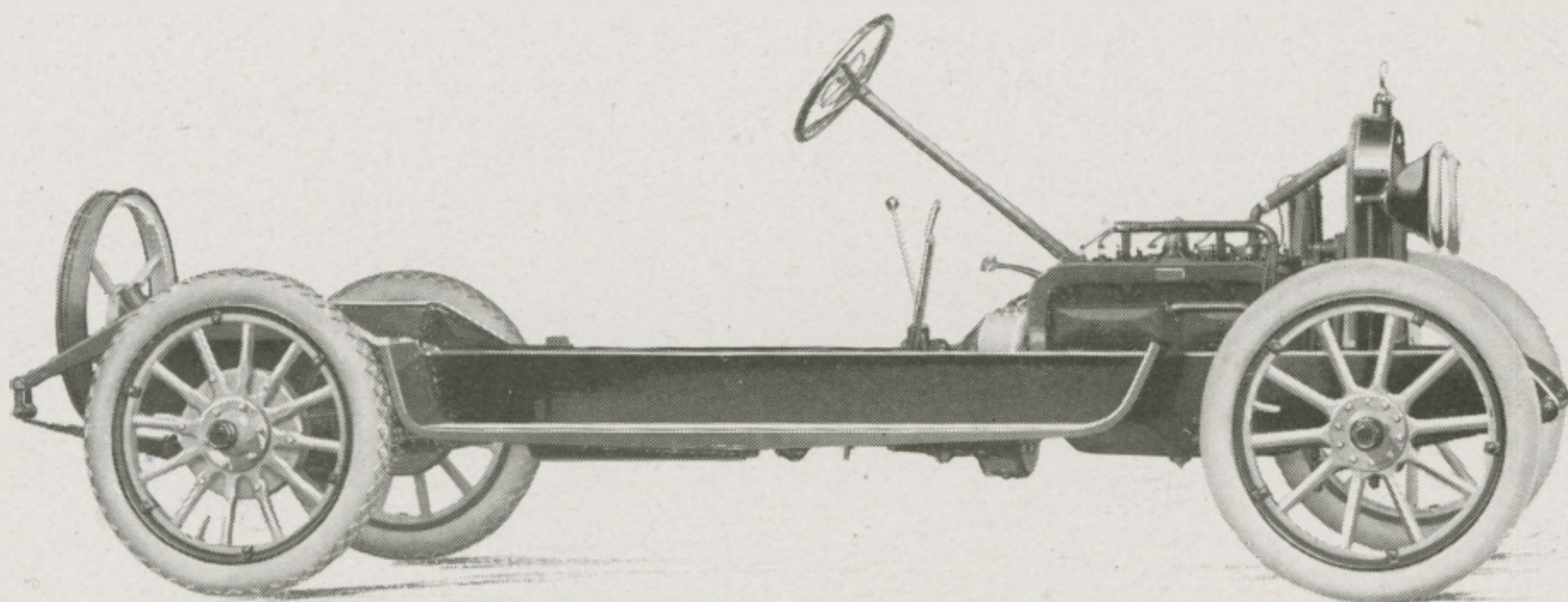
# CHASSIS DESIGN AND MECHANICAL DATA CONCERNING THE LEXINGTON



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**T**HE LEXINGTON CHASSIS is conceded by automobile experts to be one of the foremost examples of automobile engineering and construction. It exhibits not only the conventional units that have through consistent, time-tried service become standard in automobile design, but a number of improvements that are a distinct advance over conventional construction. The chassis is remarkable because of its light weight coupled with great strength, and because of its perfect balance, the weight being distributed almost equally among the four wheels. This, with fifty-six inch semi-elliptic rear springs, of correct design, makes a very easy riding chassis with remarkable stability on rough roads. It is easy to drive and does not cause fatigue.

Throughout the chassis, none but the best materials and workmanship are employed, each part being required to meet the highest manufacturing standards before incorporation in the Lexington. A splendidly equipped laboratory under the personal supervision of Chief Engineer Moore constantly checks all material actually entering into the manufacture of Lexington cars in addition to searching for improvements in design and construction. Alloy and high carbon steels are employed exclusively, giving a durability and length of life, with consequent elimination of danger through breakage, that make the Lexington one of the most satisfactory of all cars to drive through long periods of service.

A unique feature of the chassis is the little attention it requires to keep it in perfect condition. Oilless bushings have been employed in the Lexington wherever practicable, as on the spring bolts, both front and rear, the brake shafts inside the brake drums, the clutch, etc. These bushings, once installed, need no further attention, positively eliminate squeaks and rattles, and will rarely, if ever, require replacement. There are only four oil cups, of the wick-feed type, on the entire car. These lubricate the front axle spindles and steering connections, and are easily reached with an oil can. There are only two hard grease cups, one at the base of the steering column and one on the water pump, both readily accessible.

Foremost among the units entering into the construction of the Lexington chassis is the engine, a  $3\frac{1}{4} \times 4\frac{1}{2}$  six-cylinder en bloc design, developing 39.5 horsepower at



2200 revolutions per minute of the crankshaft, with mufflers on and cut-outs closed. This remarkable showing in horsepower is attributable to an invention licensed exclusively for use on Lexington cars—the Moore Multiple Exhaust System.

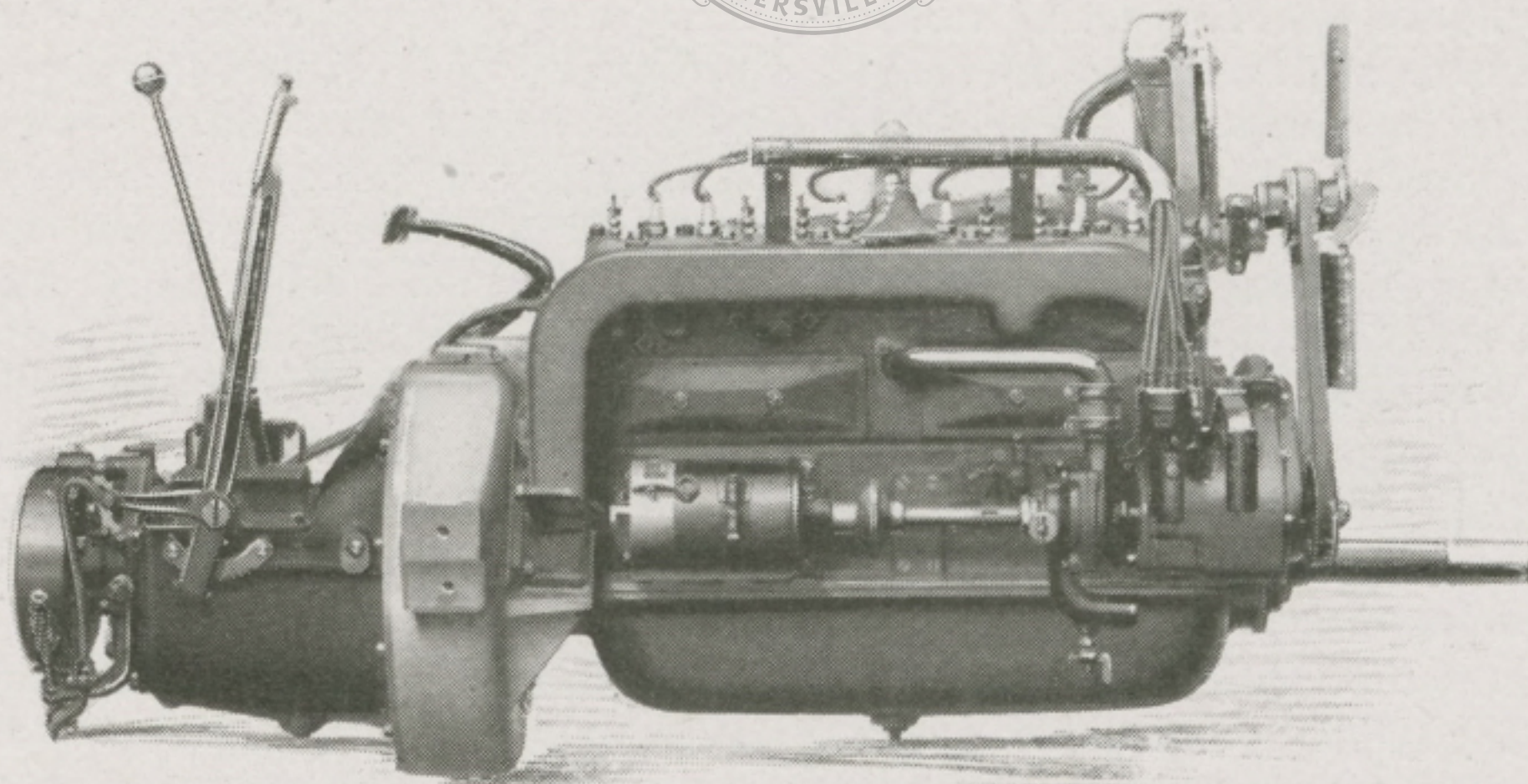
It is a well known fact to engineers that in a motor of as few as four cylinders the exhaust periods of the various cylinders overlap one another. This is true in an aggravated degree in a six-cylinder motor, the overlap being equivalent to nearly one-half of the total exhaust period.

When the burnt gases rush out of a cylinder into the exhaust manifold, they find the gases of another cylinder ahead of them, and consequently do not manage to escape entirely. Remnants of burned gas therefore remain in the cylinder, fouling the incoming charge, and cutting down the horsepower of the motor materially.

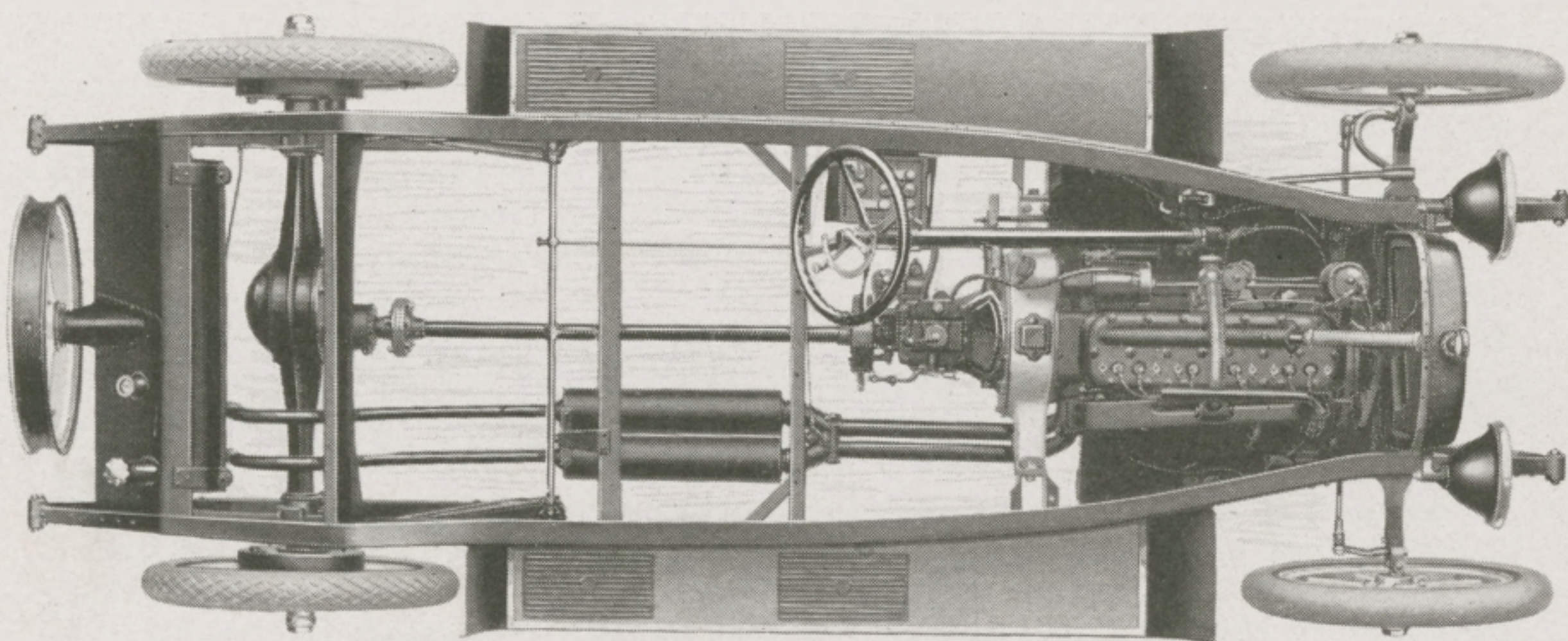
In the Lexington motor not only has this condition been overcome, but the exhaust gases from the cylinders have been subjected to a forced draft, through this special device invented by John C. Moore, chief engineer of the Lexington Motor Company, known as the Moore Multiple Exhaust System. In this system the discharge of alternate cylinders is led into separate passages, so that there is not only no overlap between the succeeding explosions but an actual gap between them.

Under this system when burnt gas is forced from a cylinder, it has a clear track, and there is nothing to interfere with its travel. The cylinder is entirely scavenged every time, and a fresh, clean charge of gas allowed to enter. This means maximum power at all engine speeds. In fact, the engine delivers more power through the mufflers with cut-outs closed than can be obtained with manifold removed and the engine exhausting directly into the air.

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The faster the engine runs, of course, the more apparent does the increase in power become, the exhaust explosions of the cylinders following each other more and more closely. At 2300 revolutions per minute the difference in favor of the Moore Multiple Exhaust System over the single exhaust system is 6.9 horsepower, by actual dynamometer test, or a gain of 21.7 per cent. And at still higher speeds, the gain in horsepower rises to as high as 22.8 per cent.

A particularly gratifying feature of the Moore Multiple Exhaust System is that while it increases horsepower it reduces consumption of fuel: less clean, fresh gas being required to produce a given amount of power than fouled gas. This is a double saving—an economy unique in Lexington.

In performance the Lexington motor is smooth, silent, and capable, handling its load with ease at any engine speed. A remarkable feature is the absence of vibration, due to the crankshaft, the cheeks of which are curved so that their center of mass is brought in close to the center of rotation. In addition, the shaft is corrected to a running balance on a special balancing machine that is almost human in the skill with which it indicates the location and amount of metal that must be removed to give perfect balance at all speeds. Especially careful attention is given to the bearings, which are carefully scraped in by hand and then run in to a perfect fit.

The oiling system in the Lexington is of the combination force feed and splash type, the oil being forced to the main bearings by a plunger pump driven off the camshaft, while the rest of the engine interior is lubricated by splash from oil troughs traversed by dippers on the ends of the connecting rods.

Other features worth mentioning in the Lexington motor are the detachable cylinder head, giving quick access to the combustion chambers, and the setting of the spark plugs directly over the valves, where they are sure to fire the incoming charge. The carburetor is fitted with a flexible hot air tube from the exhaust manifold to facilitate cold weather running. The gasoline feed is of the vacuum type.

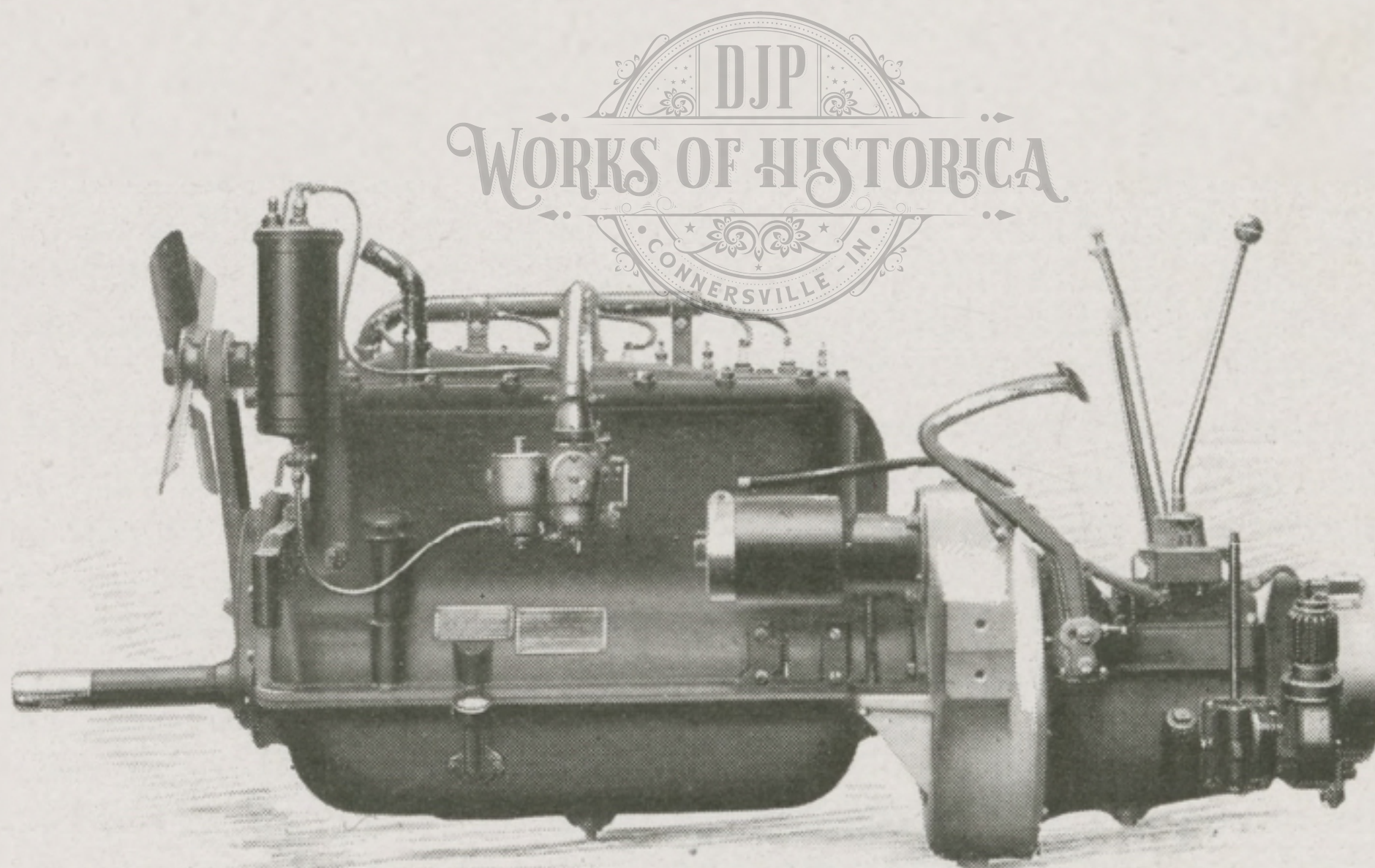
Starting, lighting, and ignition systems on the Lexington are all independent of each other, permitting the development of each to the highest state of efficiency. The



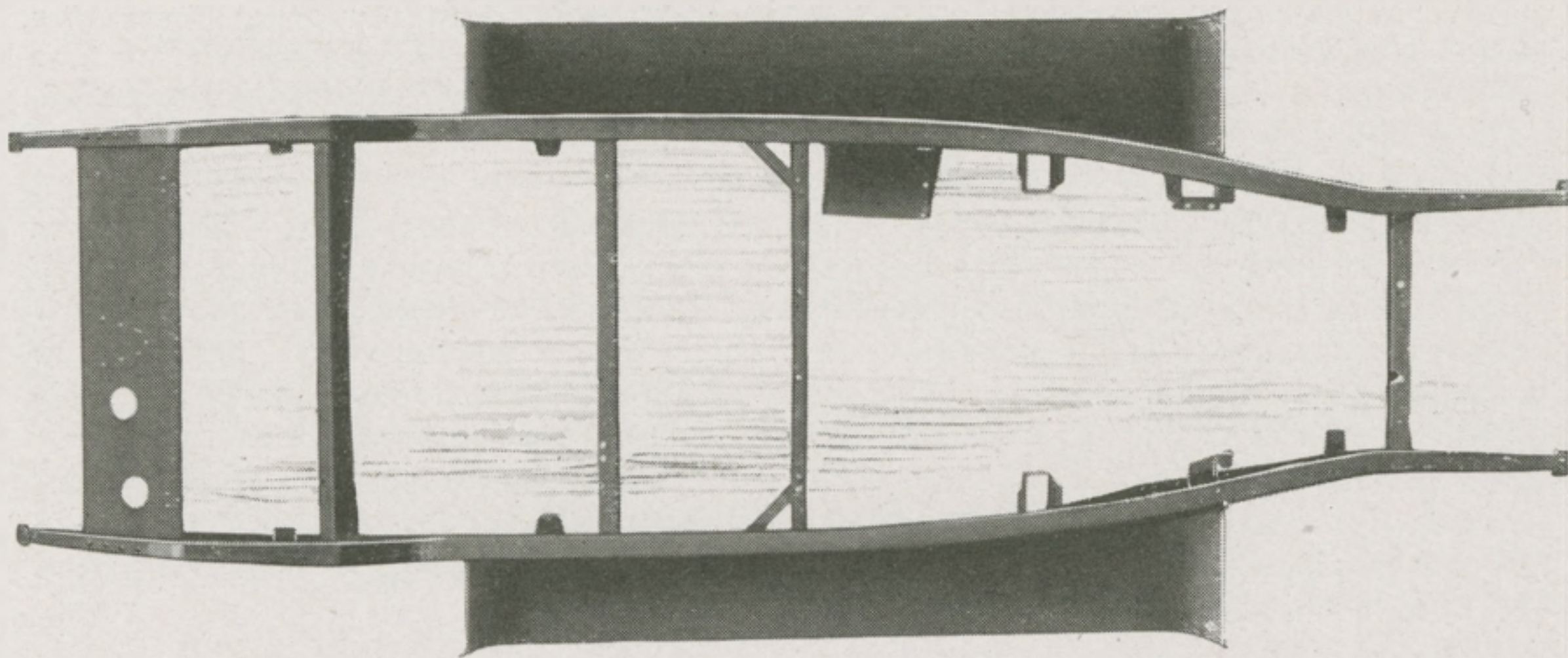
starter is directly connected to a cut gear on the flywheel through automatic acting screw shaft and pinion, whereas the generator is driven by the pump shaft. The distributor is positively driven by a worm and worm gear off the pump shaft also. The battery is mounted in a bracket riveted to the frame underneath the front floor board, where it is well ventilated and protected from water and mud.

Mounted as a unit with the engine is the transmission, of the selective sliding gear type, with three speeds forward and one reverse. The transmission gears are all of high carbon steel, case-hardened and heat-treated, and are mounted on double-row annular bearings, giving a very quiet and highly efficient construction. A tire pump is mounted on the transmission as regular equipment. Speedometer drive gears are integral with the transmission, fully protected from dust, and noiseless.

The Lexington clutch is of the dry disc type, unusually soft and gentle in engagement. With this clutch it is possible to get away without the slightest semblance of jerk or jar, and it is of such simplicity that it will operate for an indefinite period without necessity of adjustment.

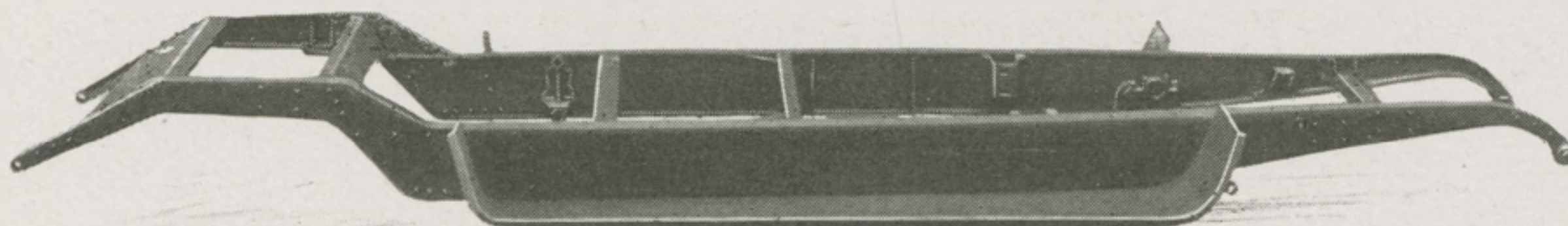






**A**N ENGINEERING ACHIEVEMENT of first magnitude is presented in the Lexington frame, which, as a glance at the illustrations will show, is totally different from the conventional type, and combines within itself the quadruple function of frame, running board valances, step hangers, and running boards. Under the ordinary method of automobile construction, the frame is a separate unit to which the running boards are fastened by means of hangers, with the gap between running boards and body closed by a sheet steel valance. In addition, since the sides of the body project beyond the frame, it is necessary to provide strong, heavy body sills and cross members to give the body a foundation, making a very cumbersome construction.

In the Lexington frame the side members are curved outward and deepened so that they form the running board valance, with the sides of the body resting directly on them. Moreover, the running boards, formerly attached to step hangers, are hot riveted directly to the frame, further simplifying and strengthening the construction. With this type of frame, due to the depth and the additional bracing against side thrust afforded by the running boards, an unusually thin section of steel is employed, resulting in a great reduction in weight. At the same time, over one hundred parts are eliminated that in the conventional frame are bolted on. Fewer parts, greater strength, and less weight—these are the paradoxical results accomplished by the Lexington frame construction.

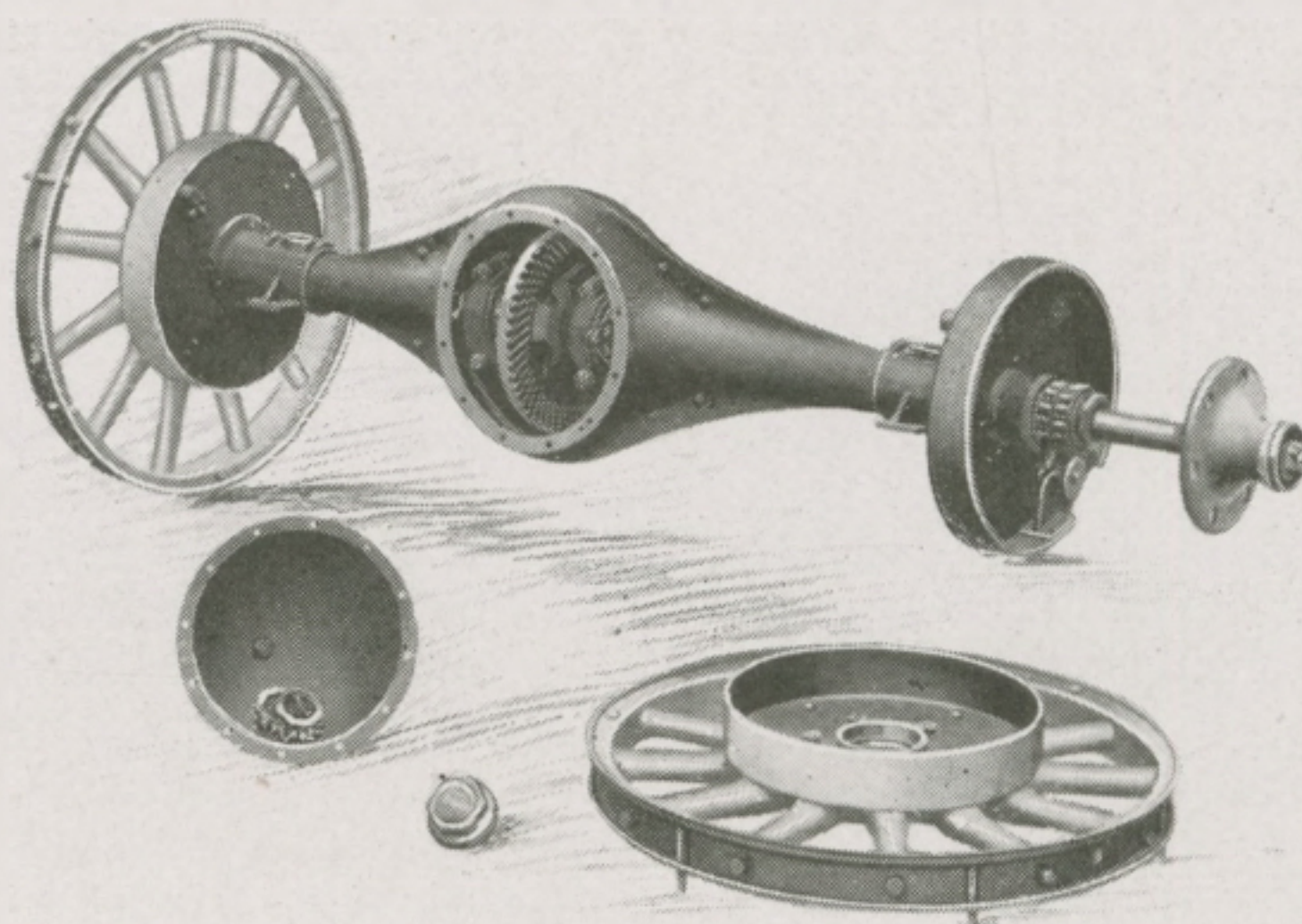




Another prominent engineering improvement in the Lexington chassis is the emergency brake system, consisting of an eight-inch drum mounted on the front universal joint directly back of the transmission, and applied by a hand lever in the center of the driving compartment. This construction does away with the double brake mechanism formerly mounted on the rear wheels and its attendant intricacies of pull rods and linkage. It is light yet extremely powerful and efficient in operation, the pull of a single finger sufficing to bring the car to a quick though gentle stop. The brake is prevented from grabbing through a spring mechanism that gives an elastic pressure on the drum, no matter how hard the pull.

A further step toward simplification is seen in the non-metallic universal joints connecting the propeller shaft to the transmission and rear axle. These are made of heavy six and one-half inch discs of specially prepared fabric, bolted at three points each to the propeller shaft and to the adjacent power transmitting members, so as to form a strong mechanical yet flexible connection between them. There is no lost motion in these joints and they require no lubrication or other attention of any kind. Splendid simplicity and fine proportions are characteristic of the Lexington chassis throughout. The axles, springs, and other supporting members are clean cut, trim, and in thorough harmony with the rest of the design. The front axle is of drop forged alloy steel of I-beam section, with the wheels mounted on large double-row annular bearings that are automatically kept in alignment by a special locking collar on the front axle spindle. The rear axle is full-floating, with the weight of the car supported entirely on the axle housing, and the drive through silent spiral bevel gears. The bearings are large double rollers.

Steering is of the worm and worm gear type, in which a worm on the end of the steering shaft engages a worm gear connected with the steering mechanism underneath the chassis. This type of steering gear gives a positive and absolutely responsive control, yet is not affected by road shocks, so that the car is easily handled on the roughest surface.



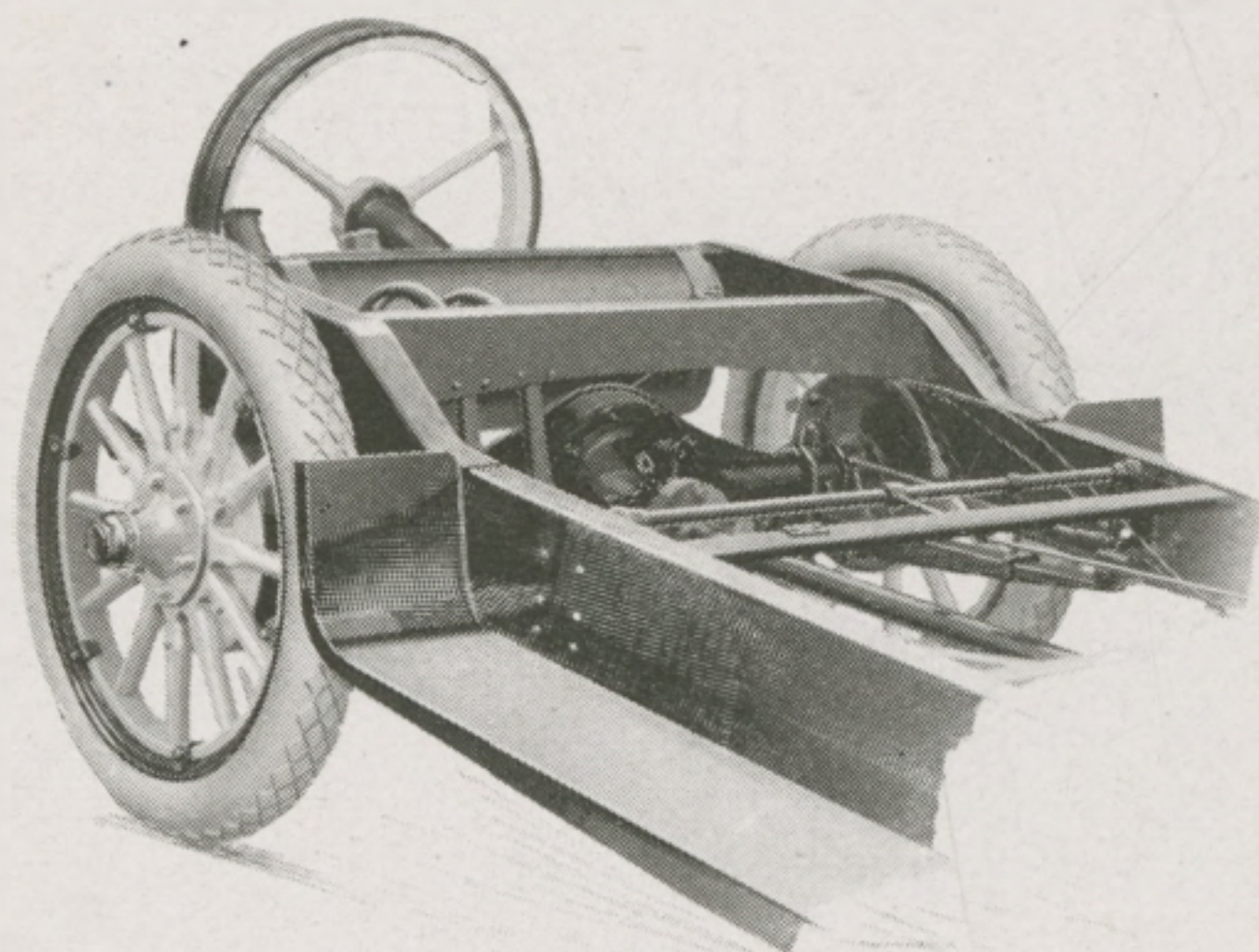
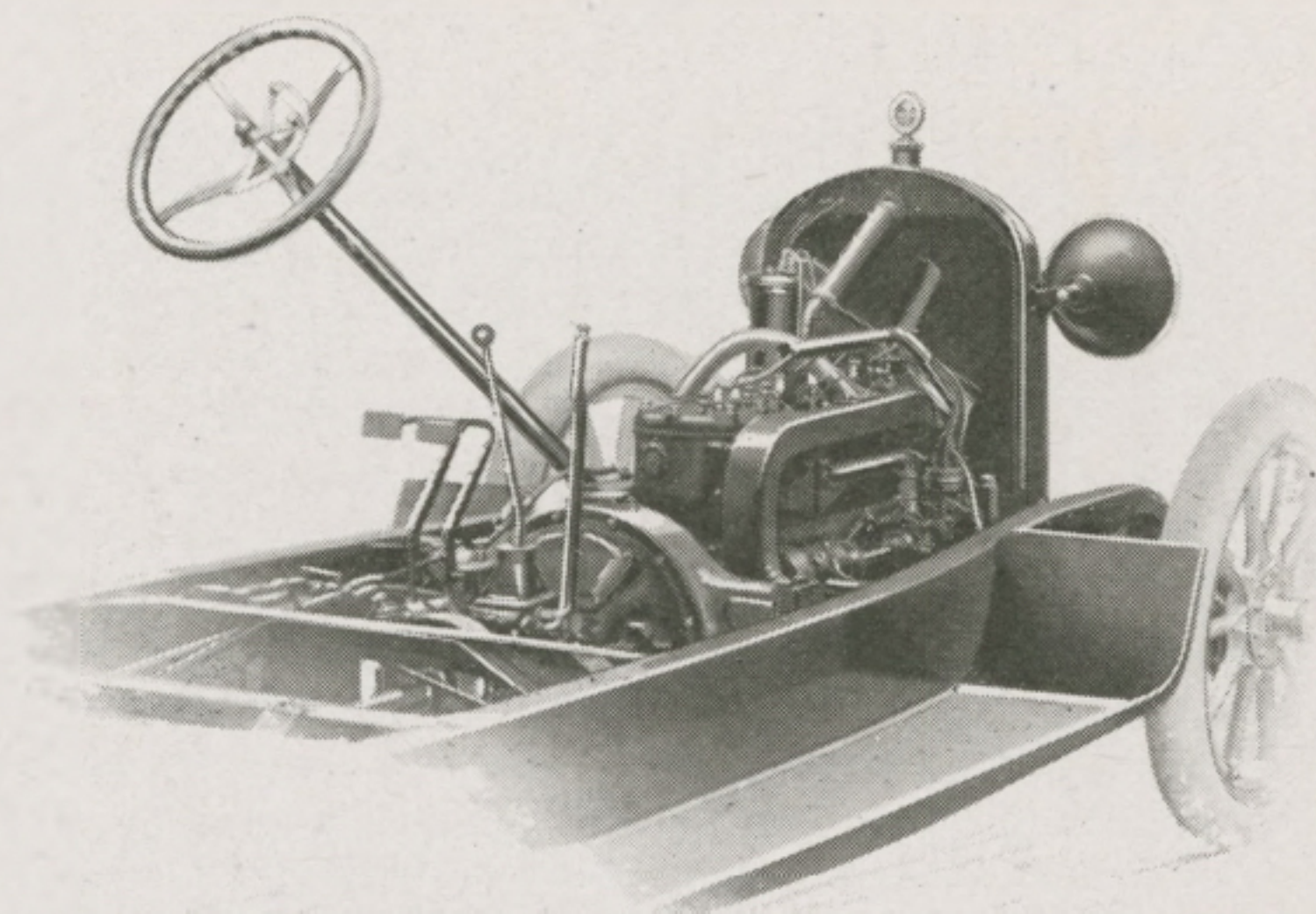


Looking at the forward end of the chassis an unusually neat mounting of the lamps will be observed. In this mounting, the lamps are attached directly to the radiator through a single swivel joint that permits of adjustment in any direction, so that light rays may be directed exactly as conditions require. The lamp wiring, moreover, is not exposed, but is neatly concealed in metal conduits running down inside the lamp mounting brackets.

The radiator of the Lexington is of the genuine honeycomb type, the most efficient type built. It is extremely smart in appearance, with pleasingly graceful outlines. Die-pressed sheet steel is used for the shell, giving very stiff and substantial construction. It is finished in black enamel, with the lamps black enameled to match. Prismatic convex lenses are fitted in the lamps as standard equipment, eliminating the glare that is present with clear glass.

A rear view of the chassis discloses the gas tank, mounted under a wide pressed steel cross member of the frame in a protected manner. To this cross member is also riveted the spare tire or wire wheel carrier, which is immediately adaptable for either. It will also be noted that in the Lexington the exhaust tubes are carried all the way to the rear of the car, instead of stopping under the body, thus eliminating the muffled drum that is sometimes annoying to occupants of the tonneau when this method of disposing of the exhaust is not employed. Pressed steel felloes are used

on the wheels instead of wood, giving a lighter and stronger construction. In this, as throughout the Lexington chassis, advanced design and careful attention to detail are apparent, typifying the successful realization of Lexington aims to produce a motor carriage that will successfully undergo the inspection of the harshest critic and win the unstinted approval of the most careful and calculating buyer.





**T**HE LEXINGTON MINUTE MAN SIX is mechanically pre-eminent, successfully withstanding the most rigid analysis from an engineering standpoint and easily enduring the most exacting tests to which it can possibly be subjected. Foremost in design, built by specialists, and fashioned from the best materials procurable, as evidenced by the following specifications, the Minute Man Six welcomes inspection and invites comparison with any car at any price.

## *Specifications*

**AXLES**—Front, I-beam section drop-forging. Rear, full-floating. Heavy pressed steel housing bears all weight, leaving driving shafts free from strain. Final drive through spiral bevels, insuring absolute quiet.

**BEARINGS**—Throughout the chassis bearings have been scientifically selected that will give maximum service at all friction points while requiring minimum amount of attention to keep them adequately lubricated and efficiently adjusted.

**BRAKES**—Service brakes internal expanding, acting on 14-inch drums on rear wheels, applied by right foot pedal. Emergency brake external contracting, operating at rear of transmission case on 8-inch drum mounted on propeller shaft, applied by hand lever located naturally at driver's right.

**CARBURETION**—Carburetor bolted snugly to engine block, taking hot air direct from exhaust manifold. Fed by vacuum tank drawing gasoline from twenty-gallon steel tank at rear. Operated by foot and hand throttles.

**CLUTCH**—Dry disc type, softly engaging without grab, operated by left foot pedal.

**COOLING**—Cellular radiator in conjunction with centrifugal water pump and ball bearing fan.

**ENGINE**—Cylinders cast en bloc with upper half of crank case integral.

Removable head. Bore and stroke  $3\frac{1}{4} \times 4\frac{1}{2}$  inches. Develops more than 40 horsepower with total piston displacement of 224 cubic inches because of Moore Multiple Exhaust System, an exclusive Lexington feature (graphically described in special brochure), permits an increase of 22.8% in horsepower and materially reduces fuel consumption. Crank case divided horizontally, lower half pressed steel. Crankshaft supported on three large bearings of Phoenix babbitt, backed with bronze. Valve mechanism entirely enclosed and operated by camshaft with integral cams. Lubrication by combination of force feed to main bearings and constant level splash feed to connecting rods and pistons. Oil pressure maintained by plunger pump operated from camshaft.

**FRAME**—Z-section, of 22-point carbon steel, the side rails being  $2\frac{1}{2}$  inches wide on top and  $7\frac{3}{4}$  inches deep, combining the wide running boards as an integral part, hot-riveted to the bottom flange of side rail and across the vertical section at the front and rear where the running boards curve up to meet the fenders at top of frame. Designed so that the deep vertical web is directly underneath the outer edge of body, which greatly increases the rigidity of the car and enables the body to be constructed with very light sills.



**HOOD**—Heavy gauge steel of distinctive design, tapering from radiator directly into body lines without breaks. Equipped with double concealed center hinges and so designed that both sides of hood can be raised at the same time, making the engine accessible from either side without removing the hood.

**IGNITION**—Vertical distributor integral with engine, with storage battery floating in the line. Controlled by switch on instrument board within easy reach of driver, and provided with an automatic kick-off, to prevent discharging battery if switch is left on. Ignition circuit absolutely independent of lighting and starting circuits.

**LIGHTING**—6-volt generator that automatically regulates current produced, storing current in battery hung directly beneath front floor boards on driver's side, and supported from side rail of frame. Ammeter indicating amount of charge or discharge, and lighting switches, mounted in cluster on instrument board within easy reach of driver. Removable key for locking ignition and lights. Spotlight mounted on windshield bracket within easy reach of driver. Lighting circuit absolutely independent of ignition and starting circuits.

**MUD GUARDS**—Beautifully molded out of heavy sheet steel from costly dies made especially for Lexington.

**PROPELLER SHAFT**—Seamless steel tubing  $1\frac{3}{4}$ -inch diameter, with flanges electrically welded and fitted with special fabric discs to take universal action. Eliminate noise and require no lubrication.

**RUNNING BOARDS**—Pressed steel and formed as part of the frame, thus doing away with step hangers, and turned up at both front and rear to meet and bolt to the fenders at the top of the frame. Covered with high grade rubber mats provided with safety steps in front of each door.

**SPLASHERS**—Neat design, absolutely protect radiator and body from road splashings.

**SPRINGS**—Front, semi-elliptic, 36x2 inches. Rear, semi-elliptic, 56x2  $\frac{1}{4}$  inches. Vanadium steel. Extremely resilient. Oilless bushings in all spring eyes, eliminating innumerable messy grease cups.

**STARTING**—High speed electric motor engaging with gear on flywheel through screw shaft and pinion, and automatically disengaging when engine starts. Spins engine 125 R. P. M., insuring quick start. Starter button on floor board. Starting circuit absolutely independent of ignition and lighting circuits.

**STEERING**—Irreversible worm and gear. Eighteen inch notched wheel at left. Hand throttle and spark lever on segment with horn button in center.

**TIRE RACK**—Distinctive design double carrier, carrying one or two spares, riveted to rear of frame. (Readily adapted to carry one wire wheel.)

**TIRES**—34 x 4 inches plain tread on front wheels, and 34 x 4 inches anti-skid tread on rear wheels.

**TRANSMISSION**—Selective sliding type, shift lever in center alongside hand brake lever, located naturally at driver's right. Three speeds forward and reverse. Gears  $3\frac{1}{2}\%$  nickel, 6-8 pitch, and  $\frac{3}{4}$ -inch face, mounted on double-row annular bearings. Tire pump mounted on left side of transmission and driven by engine. Speedometer gears contained within transmission case—free from dust and noise.

**TREAD**—56 inches.

**WHEELBASE**—122 inches.

**WHEELS**—Heavy artillery type, with steel felloe bands. Front, ten  $1\frac{3}{8}$ -inch spokes, mounted on double-row annular bearings. Rear, twelve  $1\frac{3}{8}$ -inch spokes, mounted on double roller bearings.

**WIRING**—Single wire system with all circuits protected by fuses and armored cable.



| TOURING CAR AND SEDAN                                           | Inches | SPOR-TOUR                                                       | Inches |
|-----------------------------------------------------------------|--------|-----------------------------------------------------------------|--------|
| Width of doors . . . . .                                        | 22     | Width of doors . . . . .                                        | 22     |
| Width of rear seat . . . . .                                    | 48     | Width of rear seat . . . . .                                    | 42     |
| Depth of rear seat . . . . .                                    | 19     | Depth of rear seat . . . . .                                    | 21     |
| Height of rear seat back . . . . .                              | 22     | Height of rear seat back . . . . .                              | 20     |
| Height of rear seat from floor                                  | 14     | Height of rear seat from floor .                                | 12     |
| Distance front edge rear seat<br>to backs front seats . . . . . | 33     | Distance front edge rear seat<br>to backs front seats . . . . . | 28     |
| Width of front seats . . . . .                                  | 17     | Width of front seats . . . . .                                  | 17     |
| Depth of front seats . . . . .                                  | 18     | Depth of front seats . . . . .                                  | 18     |
| Height of front seat backs . . .                                | 16     | Height of front seat backs . . .                                | 16     |
| Height of front seats from floor                                | 13     | Height of front seats from floor                                | 10     |
| Distance front edge front seats<br>to dash . . . . .            | 28     | Distance front edge front seats<br>to dash . . . . .            | 30     |
| Width of aisleway . . . . .                                     | 10     | Width of aisleway . . . . .                                     | 9      |
| Height of sides above tonneau<br>floor . . . . .                | 23     | Height of sides above tonneau<br>floor . . . . .                | 20     |
| Height of sides above rear seat                                 | 12     | Height of sides above rear seat                                 | 12     |
| Height of sides above front<br>seats . . . . .                  | 12     | Height of sides above front<br>seats . . . . .                  | 12     |

SHIPPING WEIGHTS—Touring Car, 2875 pounds; Spor-tour, 2800 pounds; Convertible Sedan, 3050 pounds. (Removing glass reduces Sedan weight 65 pounds.)

ROAD CLEARANCE—Ten inches on all models.

### *Prices on Series "R" Models with Regular Equipment*

*Five-passenger Touring Car, with two auxiliary seats, \$1585*

EQUIPMENT—One-man leatherette top, complete with curtains that open with rear doors, and dust boot; ventilating, weather-stripped windshield; electric, under-hood horn; engine-driven tire pump mounted on transmission with twelve-foot hose, fitted with accurate gauge, coiled under driver's seat ready for instant use; largest size moto-meter; oil pressure gauge, conveniently mounted on instrument board along with ammeter, speedometer, and ignition and lighting switches, all being illuminated by shrouded lamp at night; portable electric inspection lamp with ten-foot cord; conveniently arranged coat hangers; two individual foot rests in conjunction with auxiliary seats which permit unusual touring comfort; spare demountable rim and brace wrench; double bulb head-lamps with non-glare lenses; tail lamp combining rear license bracket mounted on left rear mud guard; front license bracket provided on radiator splash plate; tire rack adjustable to carry one or two spares, or one wire wheel; complete tool kit; oil can with holder conveniently mounted on dash under hood; heavy jack; tire repair outfit; spotlight with rear-vision mirror; hand crank; pair of pennants; comprehensive instruction book, etc.



**COLOR**—Body and hood in navy blue or deep maroon; wheels in ivory white, and mud guards, radiator, and other chassis parts in black enamel. All bright work nickel-plated.

**UPHOLSTERY**—French-pleated long grain, semi-bright, black leather of first quality throughout. Seat backs and cushions painstakingly shaped over oil-tempered steel coil-springs and luxuriously padded with curled hair and felt. Long-napped, heavy drugget in tonneau.

*Four-passenger Spor-tour, \$1585*

**EQUIPMENT**—Identical with Touring Car except that a different type of foot rest is furnished.

**COLOR**—Body and hood in elephant gray with black bevel; otherwise same as Touring Car.

**UPHOLSTERY**—Identical with Touring Car.

*Five-passenger Convertible Sedan, with two auxiliary seats, \$1785*

**EQUIPMENT**—Identical with Touring Car except that windshield has adjustable visor and different ventilating arrangements and that jiffy curtains are furnished instead of curtains that open with rear doors. The cape top, dust boot, and spotlight are omitted.

**COLOR**—Body and hood in coach black; otherwise same as Touring Car.

**UPHOLSTERY**—Identical with Touring Car.

*Prices on Additional Equipment for Series "R" Models*

Set of five wire wheels, with fittings (if fitted before shipment from factory) . \$100

Prices on other additional equipment will be furnished by Lexington Dealers or the Sales Department.

*Information Regarding Special Painting and Upholstery*

|                                                                    |      |
|--------------------------------------------------------------------|------|
| Body and hood in special color.....                                | \$25 |
| Wheels in special color.....                                       | 5    |
| Chassis in special color, including mud guards, radiator, etc..... | 20   |
| Special leather upholstery.....                                    | 25   |
| Seat covers ranging up to.....                                     | 50   |

(Above prices on special painting, upholstery, and seat covers are based only on authorized samples furnished by Lexington Dealers or the Sales Department.)

*All prices f. o. b. factory and subject to change without notice*

All Lexington Motor Cars are sold under Standard Warranty sanctioned by National Automobile Chamber of Commerce, Inc.

*Lexington Motor Company*  
*Connersville, Ind., U. S. A.*



Effective May 20, 1918, LEXINGTON MOTOR  
CARS will list as follows:

SERIES "R"

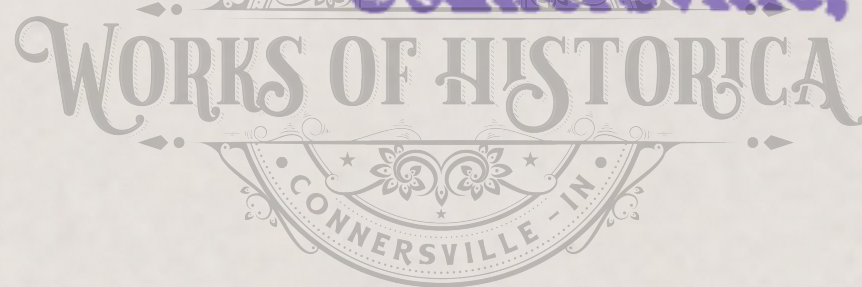
SERIES "O"

|                   |           |                   |           |
|-------------------|-----------|-------------------|-----------|
| Touring Car.....  | \$1685.00 | Clubster.....     | \$1485.00 |
| Spor-tour .....   | 1685.00   | Convertible Coupe | 1645.00   |
| Convertible Sedan | 1985.00   |                   |           |

All prices f. o. b. factory and subject to change  
without notice.

LEXINGTON MOTOR COMPANY,

Connersville, Ind., U. S. A.



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